

TOP SECRET

Copy 106

6 Pages

25X15X1

January 1965

PHOTOGRAPHIC INTERPRETATION REPORT

CHIU-HO-SHIH COMPLEX, CHINA

NOVEMBER 1964



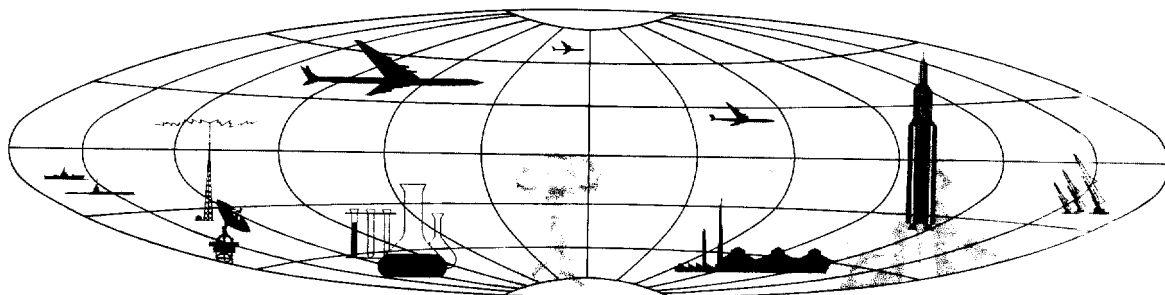
CIA



DIA

25X1

NATIONAL PHOTOGRAPHIC INTERPRETATION CENTER



TOP SECRET

Excludes 25X1 the
classification

25X1
25X1
25X1
25X1

CHIU-HO-SHIH COMPLEX, CHINA

NOVEMBER 1964

This report updates July 1964 information ^{1/} on the Chiu-ho-shih* Complex, China, (Figure 1) and describes the changes which have occurred at the complex since that time. The complex consists of a probable support base (previously designated Possible Support Facility) for the [redacted] Lop Nor at 42-11N 87-20E (Figure 2), the town of Chiu-ho-shih at 42-13N 87-18E, and Chiu-ho-shih Airfield 5 nautical miles (nm) southwest of the town at 42-10N 87-13E. Principal changes in the complex include a significant increase in the number of vehicles observed both at the base and in the town during

*The Chinese Communist name for the town of Ho-shih will be used in this report.

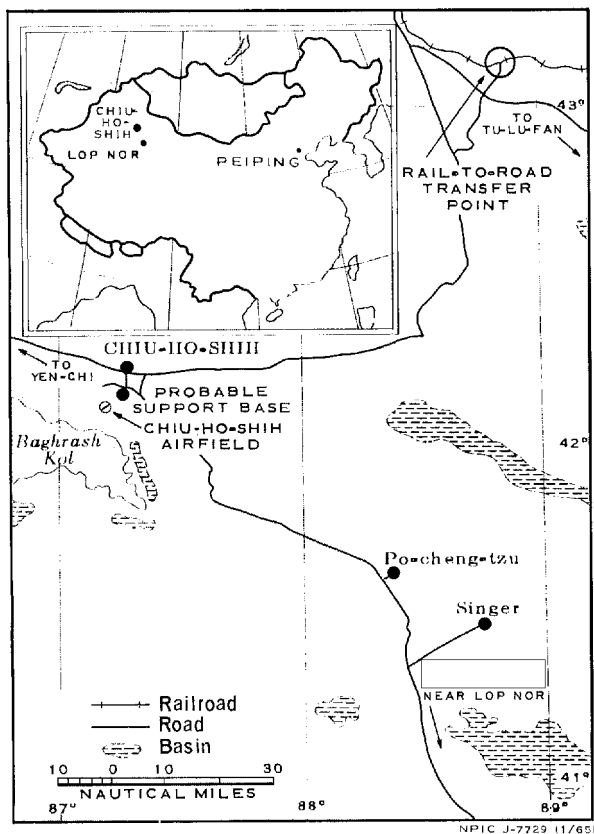


FIGURE 1. LOCATION OF CHIU-HO-SHIH COMPLEX, CHINA.

November 1964 and new construction at the base and at the airfield. Item numbers are keyed to Table 2 and Figure 3.

PROBABLE SUPPORT BASE FOR THE [redacted] NEAR LOP NOR

In November 1964 there was a significant increase in the number of vehicles observed at the Probable Support Base. This increase coincided with a decrease in the number of vehicles and tents at the Lop Nor [redacted] during the same period. On [redacted] the total number of vehicles observed at the base was approximately 125, the greatest number ever observed at the base. On [redacted] probably less than 50 vehicles and only 45 tents were observed at the test site. Tents observed at the test site numbered 205 on [redacted] 45 on [redacted]. It is possible that the vehicles at the Probable Support Base and in Chiu-ho-shih are those observed at the test site at the peak of construction activity, i.e., during July and August 1964, and that they transported many of the personnel from the test site to the Probable Support Base and to Chiu-ho-shih at some time between [redacted] (Table 1). The duration of their stay at the base cannot be determined from the photography.

Table 1. Number of Vehicles at the Probable Support Base and Chiu-ho-shih between June and November 1964

Date	No of Vehicles at Probable Support Base (approx)	No of Vehicles at Chiu-ho-shih (approx)	Total No of Vehicles (approx)
[redacted]	100	None	100
[redacted]	30	Undeterminable	30
[redacted]	60	30	90
[redacted]	Undeterminable	Undeterminable	--
[redacted]	125	90	215

25X1
25X1

TOP SECRET

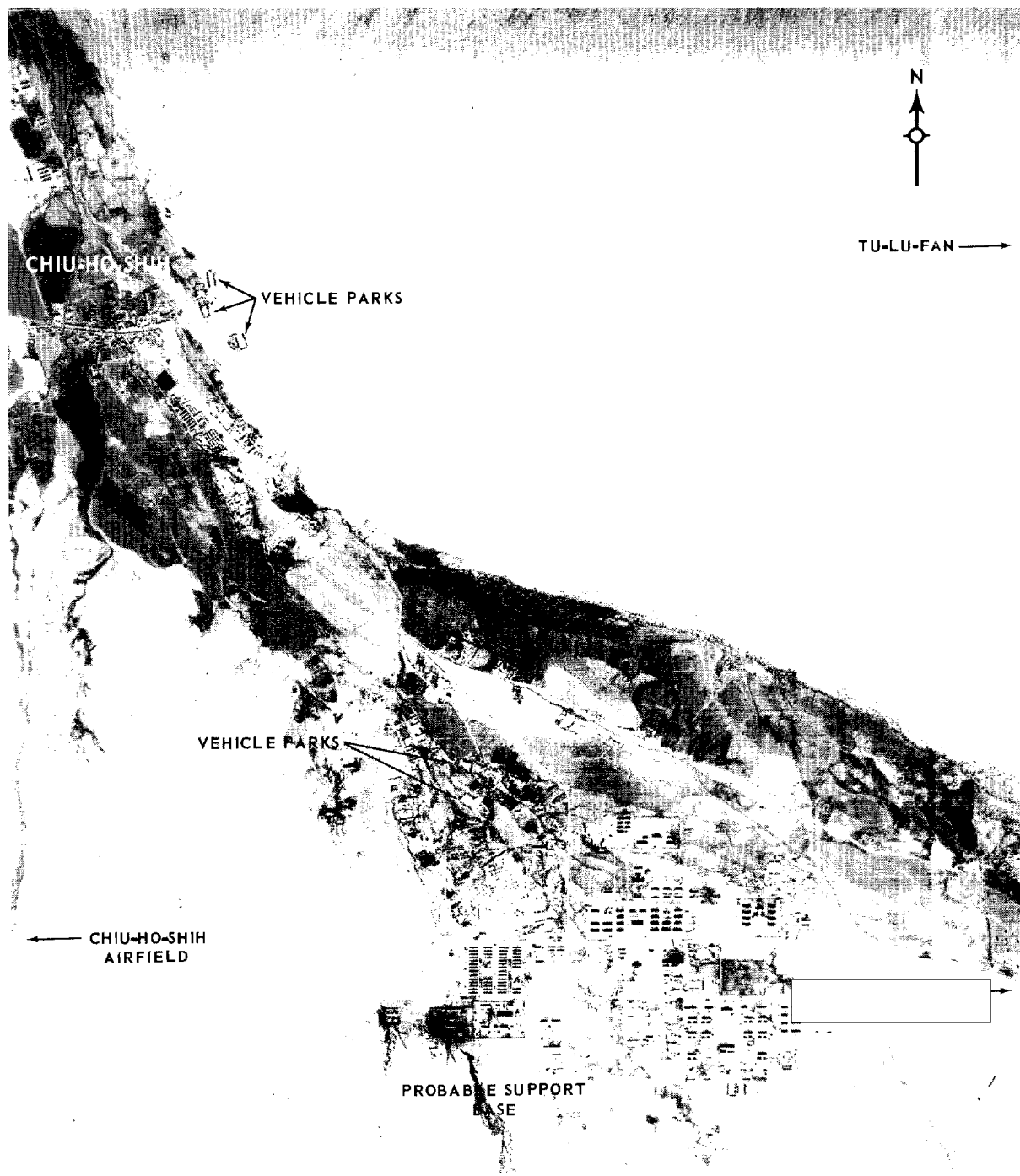


FIGURE 2. PROBABLE SUPPORT BASE AND CHIU-HO-SHIH, NOVEMBER 1964.

NPI J-7730 (1/65)

Table 2. Principal Components of the Probable Support Base for the
 (Item numbers are keyed to Figure 3)

25X1

Item No	Description	Item No	Description
1	Probable institution	8	Open storage area
2	Open storage area	9	Probable water pumping & storage station
3	Barracks area	10	Thermal powerplant
4	Motor pool	11	Possible vehicle maintenance area
5	Probable institution	12	Open storage area
6	Barracks area	13	Administration-type bldgs (11)
7	Probable steamplant	14	Unidentified bldgs (11)

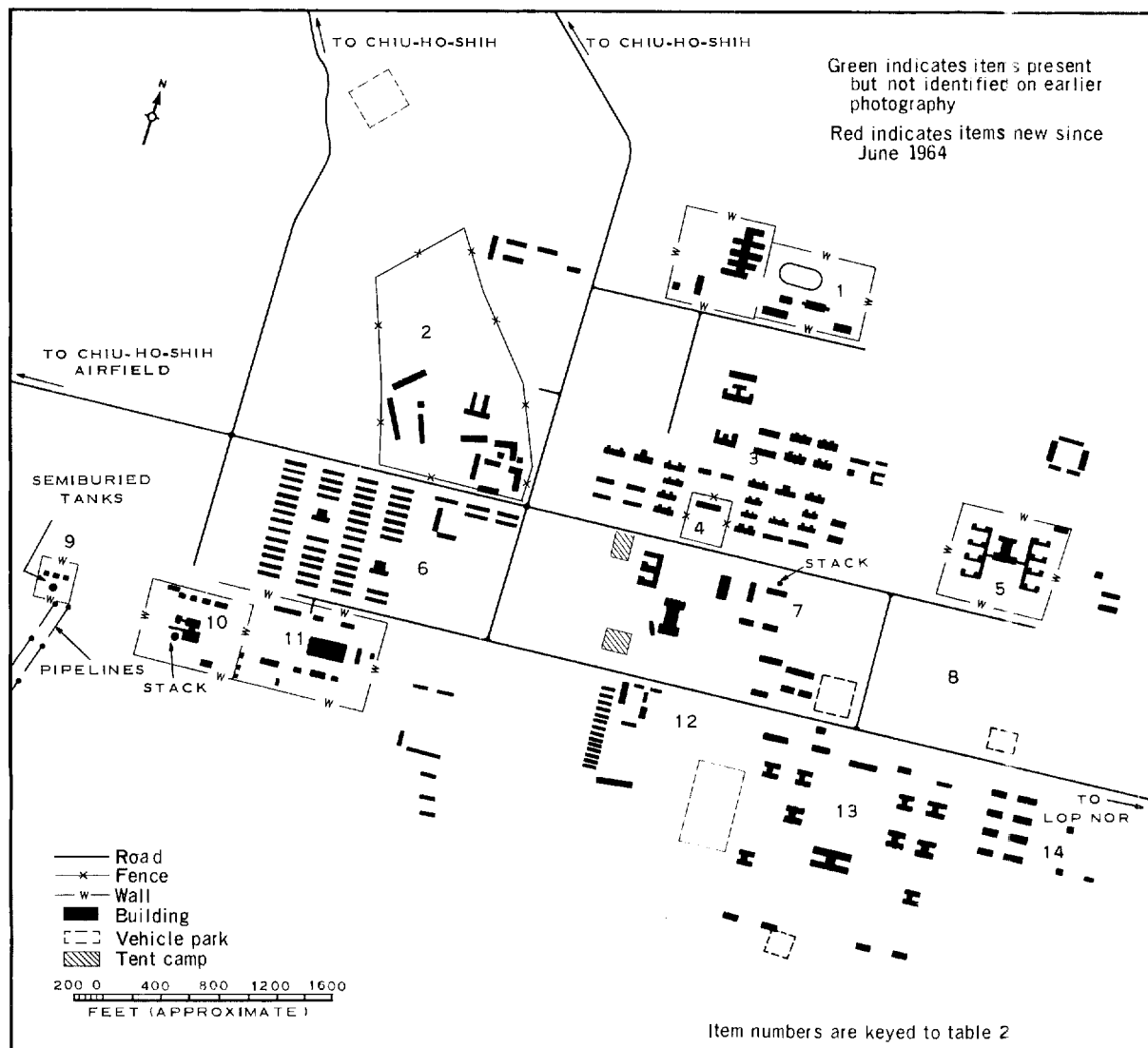


FIGURE 3. LAYOUT OF THE PROBABLE SUPPORT BASE.

N11C J-7731 (1/55)

25X1
25X1
25X1
25X1

Since June 1964, about 25 new buildings have been constructed throughout the Probable Support Base, 2 tent camps have been erected in the center of the base, and 3 new vehicle parks were observed, one west of the administration-type buildings and 2 northwest of the base (Figure 3). Approximately 30 previously existing buildings were identified for the first time. The 3 previously reported possible vehicle parks have been confirmed. Vehicular traffic and parked vehicles were observed in the walled area which contains the fabrication-type building. The structures in this area, including the fabrication-type building, may possibly be used for vehicle maintenance (item 11). Many vehicles were also observed in a similar walled area adjacent to a powerplant in the Main Support Area of the [REDACTED] Ground at Semipalatinsk, USSR. 2/ A large open storage area (item 2) and 11 buildings in the northwest corner of the base have been secured. Black material observed in June 1964 in the open storage area (item 8) north of the H-shaped administration-type buildings (item 13) was no longer visible on [REDACTED]. The probable water pumping and storage station (item 9) contains 2 semiburied tanks rather than a probable buried tank as previously reported. 1/

LOP NOR/CHIU-HO-SHIH ROAD

The entire road extending from the Operations Area at the [REDACTED] to the Probable Support Base in the Chiu-ho-shih Complex (Figure 1) was visible on good KEY-HOLE photography of [REDACTED] and an approximate count of vehicles was possible. About 40 vehicles were observed on [REDACTED]

The small mining town of Po-cheng-tzu (41-37N 88-21E) 60 nm southeast of Chiu-ho-

shih and about midway between the Chiu-ho-shih Complex and the [REDACTED] Site could serve as a stopover for convoys to and from the test site. However, there is no photographic evidence that this is true. Several long buildings in this town have been remodeled since December 1961 and could be used to service and maintain vehicles. Several existing buildings could be temporary housing facilities.

Approximately 1.0 nm east of the Probable Support Base, a branch of the Lop Nor/Chiu-ho-shih road extends northward to a junction with the Chiu-ho-shih/Tu-lu-fan road. This road allows traffic from a rail-to-road transfer point near Tu-lu-fan to bypass Chiu-ho-shih and travel directly to the test site or to the Probable Support Base. During October and November this road appeared to have been well used.

TOWN OF CHIU-HO-SHIH

On [REDACTED] 3 large vehicle parks at the eastern edge of the town contained a total of 90 vehicles. On [REDACTED] only 30 vehicles were observed in the parks, and on [REDACTED] no vehicles were observed. No other significant changes were observed in the town.

CHIU-HO-SHIH AIRFIELD

Changes at the Chiu-ho-shih Airfield include a new secured motor pool measuring 265 by 235 feet and situated approximately 800 feet north of the airfield's Support Area; a new water tank approximately 75 feet high and situated west of the Barracks Area; and a new unidentified area containing at least 6 small unidentified structures and located about 0.5 nm northwest of the Support Area (Figure 4). Aircraft touchdown marks were visible on all photography of the airfield from June to November 1964. The number and type of aircraft observed at the field between June and November are listed in Table 3.

TOP SECRET

25X1
25X1

Table 3. Aircraft Observed at Chiu-ho-shih Airfield between September and November 1964

Date	No & Type of Aircraft
	3 small possible aircraft
	1 light straight-wing aircraft; 1 medium straight-wing aircraft;
	2 small aircraft
	Undeterminable
	3 small possible aircraft

25X1

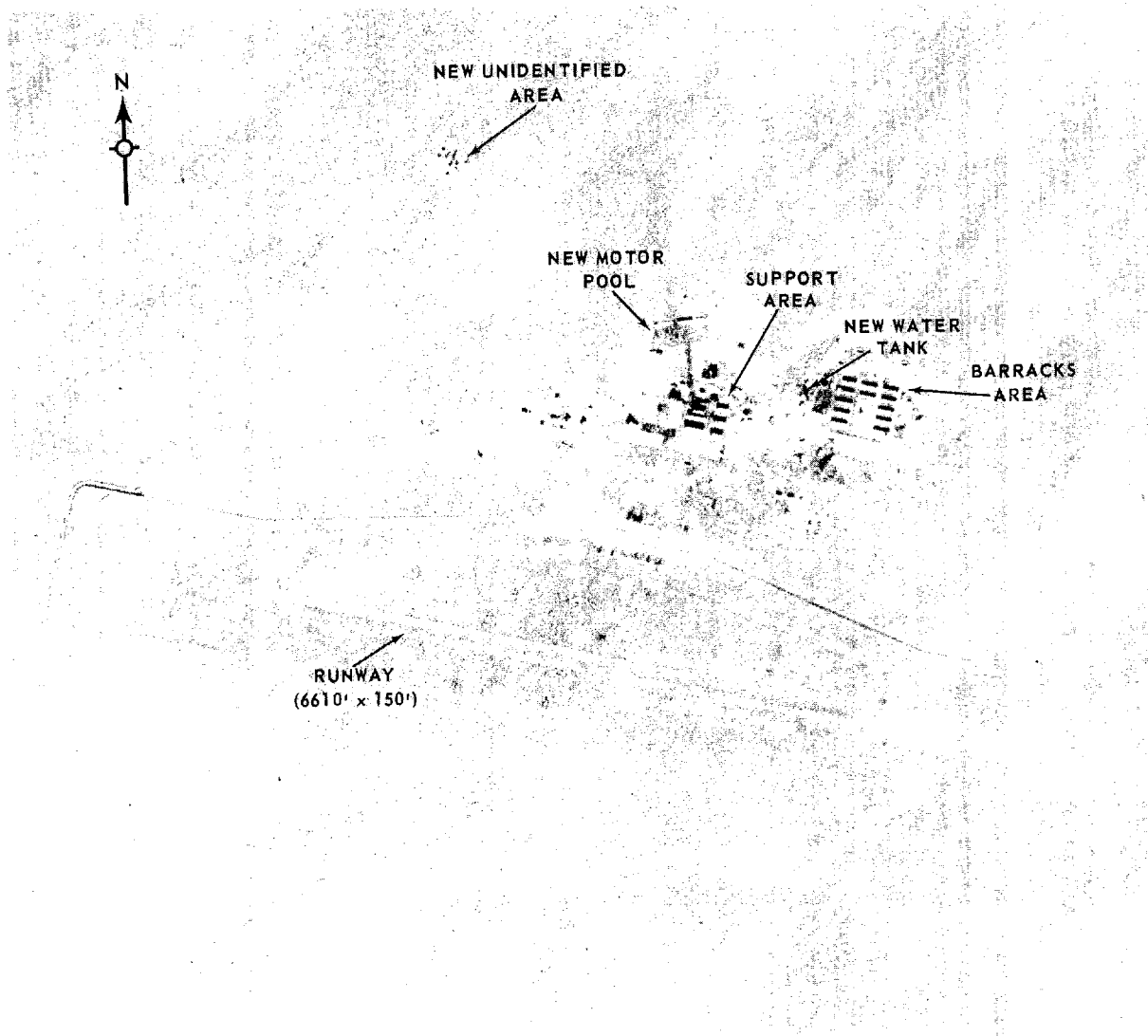


FIGURE 4. CHIU-HO-SHIH AIRFIELD, NOVEMBER 1964.

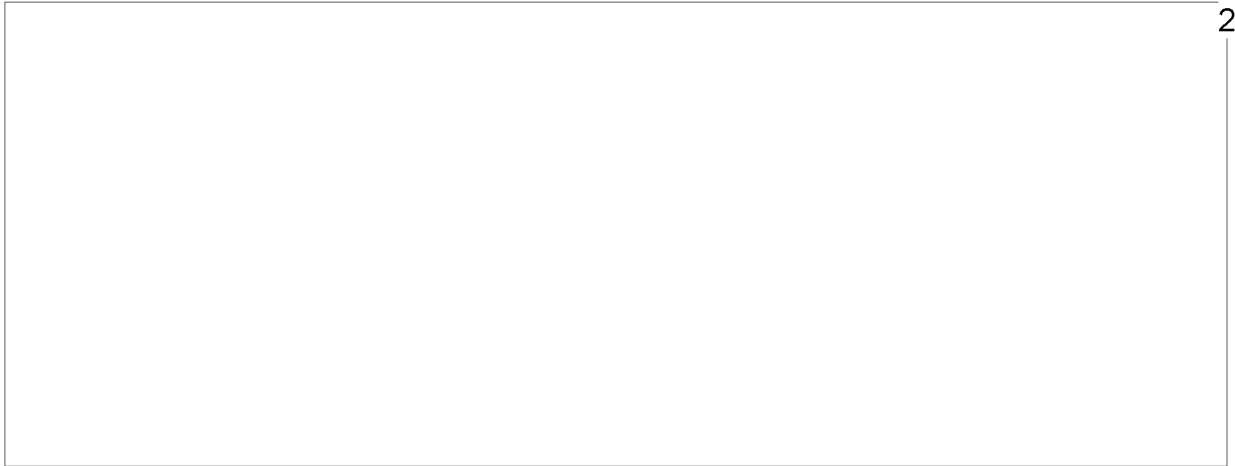
NPIC J-7732 (1/65)

25X1
25X1
25X1



REFERENCES

PHOTOGRAPHY



25X1

MAPS OR CHARTS

ACIC. US Air Target Chart, Series 200, Sheet 330-13AL, 1st ed, Apr 60, scale 1:200,000 (SECRET)

ACIC. WAC 330, 3d ed, 1955, scale 1:1,000,000 (SECRET)

DOCUMENTS



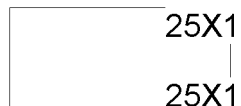
25X1

REQUIREMENT

CIA. C-SI4-81,974

NPIC PROJECT

11869/64



25X1
25X1

~~TOP SECRET~~

25X1

TOP SECRET

25X1